

THE SHIPBUILDERS OF HUMBOLDT BAY -- VIIgo to Puget Sound and had been at sea six

THOMAS H. PETERSEN

This heading, continued from LOG CHIPS of January 1950, is perhaps a slender reed upon which to hang the biography of Peter- and Panama, and in the hot weather she had sen, since he actually built only two ves- shrunk so much that she would have sunk if on Humboldt Bay and we have already cover- the passengers had not baled out of all the ed those in the account of Bendixsen in hatches.

September 1949. However, since we have Petersen's own story in his own words, by Capt. Hunt and John Scranton had bought the courtesy of the Puget Sound Maritime His- steamer to run the mail from Olympia to torical Society and Karl Kortum of the San Bellingham once a week in Puget Sound, Francisco Maritime Museum, we cannot do (This was the first contract the government better than quote it at length, with edi- had given to anybody to carry mail in the torial discipline over spelling and punctu- waters of this territory, and after the ation: steamer came to the Sound she ran the mail

"Seattle, Aug. 4, 1914. only 7 months. She proved to be too expen- sive for the business in the Sound; she was sold at sheriff's sale for \$15,000.)

"My name is Thomas Heinrich Petersen. I was born on the 3d of Feb. 1836. I will try to give some idea of what I did since I came to this country.

"I left Schleswig Holstein in August 1856 in the Danish ship CIMBER. At that time the Danish king was yet duke over Schleswig Holstein; it became a Prussian province in 1864. I had served my time in a shipyard on a small island called Calløe owned by Agent Bruhn of Apenrade. I have my certificate yet.

"I was in my 21st year. The ship was the largest in Denmark; she sailed 16 knots an hour (with the right kind of wind). I was carpenter's mate. We arrived in San Francisco on the 4th of May 1857. San Francisco was a small town at that time, but it looked best for me to stay there. I had no conscientious feeling about it being wrong to desert, because the ship owed me enough money to more than pay a man in my place the difference in the wages. I could not get my tools, bedding, or clothing; I came ashore as I stood.

"I had been brought up in a country village, so it was no trouble to go in the country to bind grain after it was reaped. I stayed through the harvest season, and made enough money to buy me a good outfit. I thought I would await a chance for a job in another ship in a sailors' boarding house.

"While I was there waiting, there came a whole crew in the house. These men had shipped from that house in the steamer CONSTITUTION. They were telling of the trouble they had in the steamer which they had just left. They had sailed in her to

"When they tried the first time they got strong NW winds and heavy sea so that the shrunk vessel leaked so much as to put the fires out when they were abreast of Cape Mendocino. They rigged baling stages in all the hatches; bale or sink. The passengers baled enough to keep her from sinking. They came to San Francisco under canvas after having been out 6 days. They were taking all the freight out of her; there would be neither freight nor passengers next trip. None of the crew would go with her. The owners had no money to calk her. I thought there might be a chance for me to get a job. (I could not talk any English worth mentioning, but could talk good Danish. The carpenter was a Norwegian and could talk the same.) When they were done talking I called the carpenter out and asked him if the same officers were going. He said they were.

"I said, 'I am a shipcarpenter. I would like to have that chance.'

"He said, 'You look very young to be a shipcarpenter.' I showed him my certificate.

"He said, 'It is a good one, but I advise you not to go. You are apt to drown.'

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LOG CHIPS is published by Dr. John Lyman at 7801 Gateway Blvd., Washington, 28 DC
Subscription, \$2 per volume (8 issues)

there will be no passengers to bale next trip.'

"I said, 'I can go where officers can go.'

"He said, 'They will be glad to get you

"We went on board and the mate shipped me. I borrowed \$30 from a man who shipped to pay what I owed in the boarding house. Everything went all right. We had fine weather sailing up to the Sound without passengers or freight except one girl friend of the captain's wife."

"After the steamer was sold, Captain Hunt got me to go in a little iron steamer about 45 feet long, called TRAVELER. She was old; had come from New York on a vessel's deck. She got so leaky that the owners hauled her out and had her planked with wooden plank. An old shipcarpenter they called 'Chips' did the work; she did not leak much.

"I was in her 3 weeks, made the cabin tight; put rail and bulwarks on her. I had the work about finished when she got lost. The last trip a deckhand told me it was wrong not to have a boat with up to save us with if anything should happen to us. I thought as she was only a boat her self we could beach her and wade ashore from her knee-deep, and I told him so, and I said 'If you tell the mate of the CONSTI- TUTION he may get a boat; there are plenty in Olympia,' but I don't think this man said anything about it to the mate.

"I did not think there was any danger; she did not leak much. I intended to go in her again the next morning. I slept one night in a hotel each trip. When I awoke the next morning it struck me that I would not go.... I did not like to tell Capt. Hunt that I did not want to go -- he had treated me kindly. I told him at breakfast time. He said, 'Have you had any trouble with the mate?'

"I said I had had no trouble with any body. He said, 'Let's go down to the mate.

"We went to the boat. Hunt told the mate that I did not want to go this trip. The mate said 'He has had a hard time of it the last 3 weeks,' and for me to take rest this trip; he would do all the sailing raising himself.

"The boat got as far as Foulweather Bluff and was trying to go to Port Gamble. There was too much ebb tide and wind against them. She dropped around behind the bluff, dropped anchor, and everybody went to sleep. The fireman turned out in the night, and he could see the water rising in the fireroom. He hallowed. Every-

body turned out quickly. The mate said, 'Everybody for himself! We are going down!' He tied a bundle of cordwood together and went overboard with it. He drifted to a rock outside of Port Ludlow; it is called Slater Rock yet (his name was Slater).

There were drowned Slater, a purser, a fireman, a deckhand, and a passenger. There were two young Indians on board, cook and steward; they swam ashore and they saw the engineer about half-way and swam out and helped him ashore and walked him on the beach till he got warm. The rest were picked up on the beach.

"If I had been there, I could not have swum that distance. A butt of a plank must have sprung off.

"I then went to work at Port Gamble Mill at shipcarpenter work in the spring of 1858. In the summer there came a great excitement about gold having been found in Fraser River. I went as partner with an old California miner after building two boats, one to use and one to sell. It took us about 4 months to see that there was not enough gold to keep us there. The Sound was full of idle men. The Port Gamble Mill did not want me again. I went to work at Port Madison Mill at carpenter work for \$40 per month -- half pay. I worked till I could better myself.

"Afterwards I went to work at Port Ludlow on the first steamer of any size that was ever built in the Sound. She was sold and went to China; her name was JOHN T. WRIGHT.

"When that was finished I went to San Francisco as passenger in the bark HYACK. Had a very rough trip down; 17 days; were on the beam ends, the yards in the water; I hove deckload off to the rail. I had promised my mother to come home. I shipped in an American ship to go to England. In about two weeks the Captain told me he was going to Hampton Roads for orders. That is an American port, so I went to work at carpenter work in San Francisco. This was in the summer of 1861. I had sent \$200 to my mother and afterwards \$10 or \$20 as I thought she might need it.

"The Civil War was on, and they were enlisting a dragoon regiment in San Francisco. A carpenter and I went to enlist, but the sergeant was picking up his books when we got there and would not take any more. It did not take much more than a day to get the men. I heard that they took the newly enlisted to relieve a regiment of regulars who had been taking care of Indians. The regulars went to the front. They did not draft anybody in San Francisco.

"When I was 28 years old, my mother got

married again. She was 48 years old and wrote that she could not live alone. She meant she could not work the land which she had, but I did not like to go home after she got married. She wrote her husband had some money, and I don't think she had any debt then, so I wrote, 'you say you are 48 years old and can't live alone any longer; I am 28 years old and I don't think I can stand it much longer alone.'

"I married when I was in my 29th year, and if we live till next May we will have been married 50 years. We have 5 children and 5 grandchildren; none of ours died. My mother was married 22 years to my father and 23 years to her second husband. She was 89 when she died. When I was 29 I got my first contract to build a schooner, and I kept on to build until I had built 36 good schooners, and out of that lot were 5 steamers. I constructed 5 vessels that were built by other builders here on the Sound. I built the first two 3-mast vessels that were ever built on the Pacific Coast." (Here he lists all his vessels by name and place of building.)

"I superintended 5 vessels here in the Sound which were built by other builders. I was made an Odd Fellow when I was 30, and a master Mason when I was 39. My time apart from building vessels I have spent in repairing, much on such vessels as had been ashore. I surveyed all the harbors or landings between Bodega and Shelter Cove, the two last-named included, 42 harbors or landings." (He then describes several bad accidents he suffered in various places.)

"I am now in my 79 year....my wife is 10 years younger and much stronger than I am. She treats me with great kindness. I quit work when I was 70; when 71 my wife and I paid a visit to our old homes in Germany....We are living in our own house and are very thankful for all the good things received."

We have checked Petersen's list against the enrollments and licenses preserved in the National Archives, and also a list that seems to be in the handwriting of one of Petersen's daughters (or perhaps his wife: it has on it a note "Sophie -- you can copy"). Here are the 36 vessels, with year of building and gross tonnage:

1866	2mSch	COLUMBIA	61	San Francisco
1866	3mSch	SUE MERRILL	148	Russian Gulch
1867	2mSch	VANDERBILT	97	San Francisco
1868	3mSch	JAMES TOWNSEND	168	Noyo River
1868	2mSch	PHIL SHERIDAN	158	Little River
1869	2mSch	LITTLE RIVER	97	Little River

1869	StTug	C. J. BRENNHAM	133	Noyo
1872	ScowSch	LIME POINT	19	San Fran.
1872	2mSch	NAPA CITY	46	Little R.
1873	2mSch	SEA FOAM	91	Mendocino
1873	2mSch	UNCLE SAM	113	Mendocino
1874	2mSch	ALICE KIMBALL	107	Little R.
1874	2mSch	G. W. PRESCOTT	112	Little R.
1874	2mSch	EMMA AND LOUISA	89	Little R.
1875	2mSch	SILAS COOMBS	88	Little R.
1875	2mSch	ELECTRA	92	Little R.
1875	2mSch	GALATEA	93	Little R.
1876	2mSch	S.M. COOMBS	93	Little R.
1876	2mSch	JOHANNA M. BROCK	134	Little R.
1876	2mSch	HANNAH MADISON	134	Little R.
1877	2mSch	BARBARA	117	Little R.
1878	2mSch	GEORGIE R. HIGGINS	96	Fairhaven
1878	2mSch	ORION	117	Fairhaven
1878	3mSch	PETERLESS	244	Gardiner
1879	2mSch	MARY D. POMEROY	114	Little R.
1881	2mSch	HELEN M. KIMBALL	192	Cuffeys C.
1883	2mSch	GEN'L BANNING	177	Navarro R.
1884	2mSch	WILLIAM SPARKS	59	Whitesboro
1885	2mSch	ELSIE IVERSEN	80	Whitesboro
1887	3mSch	ZAMPA	385	Pt. Madison
1888	StSch	LAKME	529	Pt. Madison
1889	StTug	DISCOVERY	51	Pt. Townsend
1890	4mSvh	AIDA	533	Pt. Ludlow
1891	4mSch	TRANSIT	547	Ballard
1898	StSch	LUELLA	412	Florence
1900	4mSch	STIMSON	693	Ballard

Of the building places listed above, Cuffey's Cove, Navarro River, Whitesboro, Little River, Mendocino (Big River), Russian Gulch, and Noyo lie in order from south to north along an 18-mile stretch of the California coast north of Point Arena. Fairhaven is on Humboldt Bay, California; Gardiner is on the Umpqua River, and Florence on the Siuslaw, both in Oregon. Port Madison, Port Ludlow, and Port Townsend are all on Puget Sound, Washington, as is Ballard, which is on Salmon Bay just north of Seattle.

As is invariably the case with lists of this kind, there are some conflicts with official records. In checking the enrollments, we have noted the dates, which help to account for Petersen's migrations along the coast. Thus, COLUMBIA was completed in June 1866 and SUE MERRILL in November. VANDERBILT was first enrolled in May 1867; JAMES TOWNSEND's first papers were in May 1868, and PHIL SHERIDAN's in September, followed by LITTLE RIVER the next February, and C. J. BRENNHAM in December. LIME POINT was too small to be enrolled, but her first license was in March 1872, and although "Merchant Vessels of the U.S." later gave 1862 as her building year, we are confident it was 1872.

NAPA CITY was sworn to by A. Knudsen, sole owner, in July 1872, but there is no reason to doubt Petersen's statement that he built her. SEA FOAM likewise was documented as built in May 1873 by Alfred Goddefroy, who owned 3/4, but Petersen unquestionably built her, as he did UNCLE SAM, completed in September.

ALICE KIMBALL, next of a long series at Little River, was sworn to in May 1874 by B.H. Madsen, who owned 1/3, but other accounts agree that Petersen was builder. The rest through BARBARA in April 1877 were all sworn to by Petersen. Then there is a gap until March 1878 when both GEORGIE R. HIGGINS and ORION were documented, both sworn to by Petersen although other evidence indicates that they were built in Bendixsen's shipyard by Bendixsen & Petersen in partnership.

This partnership did not long survive completion of the two schooners, as PEERLESS was documented in January 1879, followed by MARY D. POMEROY in July. The next discrepancy in the list appears with DISCOVERY, whose first document names James C. Fox as master carpenter. This vessel was rebuilt and enlarged at Port Townsend in 1898 to 209 tons, and was placed in the run to St. Michael, Alaska, and it is possible that it was then that Peterson worked on her, as he did not complete LUELLE until February 1899.

STIMSON is another problem, as Lloyd's and her first document agree that she was built by Thomas C. Reed, but it is barely possible that Petersen superintended her and confused her with another vessel that he actually built at Ballard. Certainly his memory in 1914 was not perfect, as he lists "ROSA SPARKS" as one of the two vessels he built at Whitesboro. Actually, ROSE SPARKS was built by H.J. Ervin at San Francisco two years before Petersen built WILLIAM SPARKS (which he does not list) for the same owner.

The list which Sophie was to copy ends with the notation "numerous repair jobs," and then "he made the STERLING into a 5 mast schr; cut her in two," which may refer to the 6m. bktn EVERETT G. GRIGGS, later E.R. STERLING, and "also drafted the (illegible) for the battleship NEBRASKA built at Moran yard, Seattle."

Unlike most West Coast builders, T.H. Petersen owned no shares in any of his products (continued on page 69).

THE INTERCOASTAL TRADE 1850-59 (II).

Continued from page 56.

Breadstuff imports at San Francisco in 1853 amounted to 100 million pounds of flour and meal and 25 million of barley. Two years later they dropped to less than 10 million pounds of flour (or the equivalent in wheat) and only 884,000 pounds of barley. In 1855, since 1,800,000 pounds of barley were exported, it is evident that there was a net exportable surplus of barley in California that year. The 1855 export of wheat reflected not a true surplus but a temporary derangement brought about by the Crimean War. With the usual Russian supplies to Western Europe cut off, millers turned to America for their wheat, and the New York price shot up to \$2.75 per bushel. Flour, which had been around \$4.50 a barrel since 1849, sold as high as \$10. Since the corresponding prices at San Francisco were \$1.20 a bushel and \$6 a barrel, and plenty of tonnage was available, several cargoes were sent East as soon as the harvest was in.

Thus the CHARMER sailed for New York on 16 May 1855 with wheat at \$16 per ton (43¢ per bushel) and flour at \$2; her cargo of 2,112 bags barley; 1,824 bags wheat; 20 half and 2,900 quarter bags flour; and 15,901 bags and 4,000 quarter bags manifested only as "merchandise" but probably also flour, along with consignments of shovels, quicksilver, wool, and hides, was probably the first full cargo that ever left San Francisco for New York.

The TELEGRAPH, S.S. BISHOP, and ADELIAIDE followed in June (the shippers are said to have cleared 50% profit on ADELIAIDE's cargo) and the HARVEY BIRCH in July with cereal cargoes, some of it Chilean. The Chilean wheat harvest is in February, and the new crop was just arriving at San Francisco in July; the Chilean bark ELENITA arrived from Valparaiso on 12 July with flour and barley and had to sail for home on the 20th without breaking bulk. It must have been a discouraging experience for her shippers.

Meanwhile the San Francisco papers were referring to hides, horns, quicksilver, etc. as "an old fashioned cargo," although it was to be several years before California was truly an important wheat export source.

So much for California exports during the '50's, except to mention that the gold dust went East via the Panama steamers and

more than paid for all the imports, and to observe that although some writers give the impression that the hide trade ended in 1848-52 they really have in mind the settling of the accounts created under the barter system of Mexican times, and that by the end of the 1850's the export of California hides, on a cash basis, was conducted in far larger volume than it ever had been before.

We turn now to consideration of the organization of the intercoastal trade (in sail) at the eastern end. As mentioned in August, E.B. Sutton was advertising his Dispatch Line by September 1849, and there were several lines out of Boston at the same time. Looking first at New York, we find John Ogden associated with Sutton until early in 1851; later that year he was advertising his own Dispatch Line, and in 1852 he changed the style to Clipper Line.

The Empire Line of James Smith & Son began in 1850, as did Isaac T. Smith's Regular Line, but the latter lasted only until 1852. Mailler & Lord's Mutual Line also began in 1850 and ran until 1854. In 1851 three more appeared: Samuel P. Robinson's Swiftsure Line, J.S. Oakford's Line, and I.B. Gager's Old Line; the first two lasted only about a year and the third until 1853. Ladd & Church began in 1852; James W. Elwell's Merchants' Line operated only in 1852 and 1853; and F. & D. Fowler's California Line only in 1853. The Shipper's Line of Earle & Weed began in 1854, after the firm had dispatched a vessel or two in 1853.

Thus in spite of the decreasing number of sailings to San Francisco the year 1855 saw Sutton's Dispatch Line, Ogden's Clipper Line, Smith's Empire Line, Earle & Weed's Shipper's Line, and a new operator, Annan, Talmage & Co. Ladd & Church had now split up; C.H. Church & Co. were running the Star Line, with some 7 or 8 sailings; and Alfred Ladd & Co. had two sailings advertised early in the year. Ladd's San Francisco consignees were William T. Coleman & Co., as were some of the Star Line clippers; by August Wm. T. Coleman & Co. were in New York as joint agents for Ogden's Clipper Line. Another firm that commenced more or less regular operation in 1855 was Bingham & Reynolds, with three sailings toward the end of the year.

In January 1856, John I. Earle took over the Shippers' Line, and in March Wells & Emanuel succeeded James Smith & Son as Proprietors of the Empire Line; in April W.C. Annan & Co. succeeded Annan & Talmage,

styling their operation the Eagle Line. John Ogden advertised the SEA NYMPH in January jointly with W.T. Coleman & Co. and then dropped out of the picture; Coleman along with S.B. Babcock was offering the TSAR in July as the Eclipse Line, with Wells & Emanuel he was loading MIDNIGHT in August, and finally in November he announced his own California Line. Bingham & Reynolds this year loaded 5 vessels, all jointly with the Star Line or S.B. Babcock & Co.

The panic year of 1857, with sailings to California at the lowest rate since 1848, saw Annan's Eagle Line and Bingham & Reynolds both dropping out after August after only two sailings each for the year.

In October 1858, S.B. Babcock & Co.'s New York & California Line became Babcock, Cooley & Co.'s Merchants' Express Line, and after November the proprietors of the Star Line were Church, Calif & Co. A new operator appeared toward the end of the year, Ross, Falconer & Co. The advertising at this time reflected intensified competition: Coleman advertised "no sal soda taken by ships of this line" and "sailing regularly on advertised days;" the Merchants' Express Line mentioned "current rates and no deception;" the Shippers' Line claimed "the agents ship no goods on their own account" (doubtless a shaft at Coleman); and the Empire Line accepted "no raw sugars in hogsheads, sal soda, soda ash, or any other articles liable to damage other cargoes."

In 1859, Coleman had nearly twice as many sailings as Sutton. The other lines kept about the same relative positions. Church, Calif & Co. became C.H. Church & Co. again in March, and Randolph M. Cooley & Co. took over the Merchants' Express Line in June. During the last four months of 1859, Babcock & Styles ran the short-lived Commercial Line.

The following table gives approximate totals for the sailings dispatched by the various firms in the trade during the second half of the decade:

	1855	1856	1857	1858	1859
Sutton	22	14	8	15	15
Coleman	-	8	8	16	20
Babcock, Cooley	-	-	3	13	10
Shippers'	11	10	8	12	8
Empire	12	9	6	12	6
Ogden	6	-	-	-	-
Ross, Falconer	-	-	-	3	6
Annan	4	4	2	-	-
Star	8	4	2	6	3

In Boston, as already noted, there were

five lines operating by the end of 1849, but only one of them, Winsor's, survived the decade. Dow advertised sailings only to the Columbia River in 1852 and 1853 and then disappeared; Baxter & Howe did not survive 1850; Bruce lasted until May 1851; and Chadwick did not continue in 1850. Glidden & Williams, who had loaded the bark EUREKA for Sacramento in February 1850, began their regular line to San Francisco, as already mentioned, with the JOHN BERTRAM at the end of 1850.

Davis, Dyer & Co. operated from January 1850 to May 1851; then Timothy Davis & Co. were active from June 1852 to January 1856. There were also a few other brief Boston ventures of this sort, such as Merritt's Line in 1850 and 1851 (with a single sailing in 1852) and Lincoln, Wing & Co., from June to October 1854.

Total sailings for a four-year period from Boston to San Francisco were roughly:

	1855	1856	1857	1858
Winsor	11	11	4	16
Glidden & Willms.	16	22	12	30
Davis	4	1	-	-

Our information concerning the details of the operations of these New York and Boston lines is unfortunately far from complete. We do know that, except in the case of Glidden & Williams, there was no connection between the owners of the ships and the operators of the lines. In the early 1850's it appears that the lines loaded ships on commission. This certainly must have been the case when more than one line or agent solicited cargo for a vessel, but whether the line received its commission from the owner as soon as the freight loaded cannot be determined from available sources. Since the freight money was not collected until the goods were delivered at San Francisco, cash commission outlays must have been a heavy burden on shipowners.

In the later '50's we do know that the lines chartered vessels on a lump-sum basis. Thus, in December 1856 Coleman chartered the 1100-ton OSBORN HOWES for about \$21,000; she was advertised to sail on 21 Feb. 1857 and actually left on 3 Mar. 1857. Similarly, Annan chartered LOOKOUT about the same time for \$21,000; she was 1291 tons, was advertised for 17 Jan. and sailed on 9 Feb. Here again, we do not know whether this \$21,000 was advanced to the owner at the time of loading or whether it was paid when the freight was collected.

It thus appears that the lines operated through their connections with shippers. Firms having requirements for steady shipments would contract with one of the lines for specified parcels at regular intervals. With partial cargoes thus assured, the line was in a position either to obtain a favorite vessel to load on commission or to negotiate a lump-sum charter without too much risk of a drop in freight rates in the period before the vessel could be placed on the berth.

In the case of W.T. Coleman & Co., we know that Coleman operated in San Francisco as a large-scale distributor of Eastern merchandise, and probably much of the cargoes of the ships in his line went out on his own account. There very likely were similar close connections between other lines and large shippers.

However, by no means all the vessels placed on the berth for California were connected with one of the lines, particularly in the early '50's. Several of the owners of noted clippers preferred to load their vessel themselves, including Bucklin & Crane (owners of BLACK HAWK, CELESTIAL, COMET, and INTREPID), A.A. Low & Bro. (CONTEST, DAVID BROWN, GREAT REPUBLIC, HOUQUA, N.B. PALMER, ORIENTAL, SAMUEL RUSSELL, and SURPRISE), Chambers & Heiser (EUREKA, GOLDEN CITY, GOLDEN GATE, GOLDEN STATE, and SWEEPSTAKES), and Grinnell, Minturn & Co., who owned FLYING CLOUD and also loaded SOVEREIGN OF THE SEAS. None of these owners had enough ships to provide anything like regular sailings to San Francisco, and thus could not contract with shippers for regular bookings. Thus by the end of the '50's most of their vessels were loading under charter to the lines.

Glidden & Williams of Boston were the only owners who also operated a line, but as they owned only half a dozen vessels most of their sailings were by chartered vessels.

As an example of how freight was booked in the early '50's, we have the shipping of the Mare Island sectional drydock in 1852, as described in Lott's "Long Line of Ships." There were 11 sections to the dock, which was assembled in New York and then knocked down for shipment. The first consignment left New York in March 1852 in the EMPIRE of Sutton's line. The next shipments were in April in the CALIFORNIA PACKET of Oakford's Line, consigned to Moore & Folger, and the QUEEN OF THE EAST,

loaded by her owners, Crocker & Warren, on their own account and consigned "to order." The final four sections left in June in the *DEFIANCE*, which was loaded by Edward P. Moore and Russell & Norton. In this case obviously there was no tie-up between shippers and lines, and the dock contractors simply obtained space wherever they could.

Moore & Folger also loaded vessels at San Francisco for the East, though they never attempted to operate as a "line." Ships to and from Philadelphia were handled at San Francisco in the late '50's by W.B. Cummings & Co.

Although San Francisco drew the vast majority of shipments from the East during the '50's, a small direct trade was carried on with the Columbia River. The bark *FRANCES & LOUISE* arrived at Portland, Oregon, with general cargo from New York in 1850, and six arrivals from New York and one from Boston are recorded in 1851. Three or four sailings are noted in 1853 and 1854, mostly loaded in New York by Wakeman, Dimon & Co. This firm in 1856 built the 448-ton medium clipper bark C. E. TILTON especially for the Columbia River trade, but, as it is recorded that a 530-ton cargo brought to Portland from San Francisco by the *JANE A. FALKENBERG* in 1857 was the largest cargo yet brought to Oregon, it will be seen that individual shipments were small.

The intercoastal steamer service via Panama expanded during the 1850's, and a competing route via Nicaragua (which saved several days' steaming time) operated during part of these years. Kemble's "Panama Route" and Albion's "Rise of New York Port" give full details of operations. We need only mention that the Panama Railroad, 48 miles of 5'0" gage track from Colon to Panama, was completed in January 1855, thereby rendering obsolete the expensive express services that Adams & Co. and various other operators had set up, for which goods had to be packed for the Isthmus portage in waterproof containers not over 125 lb or 5 cu ft.

The Panama RR Co. set up a packet line to Colon in 1855 with the brigs *E. DRUMMOND*, *CAROLINE*, *ABBEY TAYLOR*, and *ARABELLA*, and in January 1856 the Pacific Mail tried a freight-only service between Panama and San Francisco with the steamers *PANAMA* and *OREGON*. The steamer service lasted only two months, but the brigs ran well into the 1860's.

SAILING SHIP NEWS ITEMS

CLARA Y., Urug.m/v. (built 1875 as bark *LANGLAND* of Swansea) 13 June 1957 ashore 12 mi N Solidao L.H., Brazil.
DANMARK, Dan.aux.tr.ship. 7 Dec. arr Washington, D.C., from Baltimore; sailed 12th.
ERNESTINA, Port.aux.sch. 9 Dec. arr St. Vincent CVI from Providence, R.I.
FLYING CLIPPER, Swed.aux.3m.T/S tr.sch. 23 Sep. left Westervik for Malmö; 30 Sep. Malmö for Karlskrona; 11 Oct. Malmö for Falmouth; arr 25 Oct; 31 Oct. left for Dakar; arr 17 Nov; 21 Nov. left for Barbados; arr 7 Dec. 29 Dec. arr Curacao from Bequia Bay; 2 Jan left for Cienfuegos; arr 7th; 11 Jan left for St. Thomas; arr 22d; 4 Feb left for St. Bartholomew.
JUAN SEBASTIAN DE ELCANO, Span.aux.4m.T/S tr.sch. 10 Jan left Cadiz for Dominican Republic, Panama, Peru, Colombia, Norfolk, Annapolis, Dublin, and France; due to return to Spain 12 July.
MERCATOR, Belg.aux.tr.bktn. 12 Dec. left Antwerp for Teneriffe; arr Rio prev. 4 Feb; 10 Feb. arr Buenos Aires.
PAMIR, Ger.aux.4m.tr.bk. Shifting bulk barley cargo, filling main ballast tank with cargo instead of water, and inexperience of relief master were blamed by Lübeck Marine Board for her loss.
PASSAT, Ger.aux.4m.tr.bk. 5 Nov. cargo shifted; 8 Nov. arr Lisbon. 27 Nov. left for Hamburg; arr 9 Dec. after 2-day call at Portsmouth. To be laid up.
SEDOV, Russ.aux.4m.bk. 25 Sept. left Kronstadt on 3-month IGY cruise; late Dec. arr Sevastopol.
TOVARISCH, Russ.aux.tr.bk. 17 Oct. arr C. Town; 26 Oct. left for St. Helena; 14 Nov. left St. Helena for Dakar; arr 6 Dec; 27 Dec. arr Gibraltar; 5 Jan left for Odessa; 21 Jan. passed Istanbul.
ZARYA, Russ.aux.3m.sch. 14 Oct. left Cadiz; 21 Nov. arr Gibraltar; 28 Nov. left for San Juan, P.R.; 9 Jan. arr Belem; 14 Jan left for Monrovia; 31 Jan. arr Freetown; 6 Feb. left for Takoradi; 12 Feb. left Takoradi for St. Helena.
 (With thanks to Bob Goddard for items.)

 Still another intercoastal route was exploited briefly in 1858-59, by the Louisiana *Tehuantepec Co.*, which received a contract to carry mail from New Orleans to Coatzacoalcas, from which it was sent to Ventosa by road and there picked up by the Pacific Mail steamer for San Francisco. The Gadsden Treaty of 1853 permitted the U.S. to use this route,

BOOK REVIEWS

UNDERHILL, Harold A., "Sail training and cadet ships," xvi, 373 pp.; 121 ill.; 45 pl.; index. Brown, Son & Ferguson, Glasgow, 1956. Price 60s (\$8.40).

Harold Underhill, whose previous books of plans and detailed drawings of 19th and 20th Century sailing vessels, are well known, had the interesting idea of assembling a volume descriptive of the seagoing training ships of our period. Unfortunately the author is a better draftsman than maritime researcher, and the book leaves a good deal to be desired.

The text is arranged with the rigs (ship four-mast bark, bark, etc.) as the major subdivision, and with the vessels listed alphabetically in each section. This arrangement has led to a good deal of confusion and duplication, since many of the training ships have served under more than one name. Dimensions and building data are given in an appendix, which is arranged chronologically in order of the vessels' first year of use in training; reference is hardly facilitated by such a grouping.

Apart from these shortcomings, the book is a remarkable collection of information on as miscellaneous a group of craft — some built for the purpose, some ex-naval, mostly converted merchantmen — as could be imagined. The illustrations are mainly from photographs, with a few of the authors' spirited wash drawings to fill gaps, and the plates cover 18 different vessels. For only three are the lines included, but there are sail plans for all 18.

KEMBLE, John Haskell, "San Francisco Bay; a pictorial maritime history," xv, 195 pp.; index; end-paper maps. Cornell Maritime Press, Cambridge, Md., 1957. \$10.

A companion volume to Brewington's "Chesapeake Bay," and Tyler's "Delaware," this volume presents some 350 selected illustrations — maps, prints, drawings, and photos — of what (to us, at least) is the most fascinating body of water in the world. Professor Kemble has provided a page of text as introduction to each of his 18 chapters, but otherwise lets the illustrations and their captions tell the history. Andy Nesdall has pointed out to us that the SOVEREIGN OF THE SEAS on p.124 is the 1868 vessel, not, as captioned, the 1852 ship; and the SURPRISE of 1884 (p.155) was not the "first" steam schooner (though we would be hard-put to specify which one was) but otherwise the text is virtually with-

out flaws. It is a splendid example of the kind of book that results when an expert is assigned a topic within his field of competence and given adequate support by his publishers.

HOECKEL, R., "Schiffsrisse zur Schiffbau-geschichte. Erster Teil, Holländische und Deutsche Schiffe 1597-1680," 8 pp. text, 17 loose plates. Robert Loef, Burg bez. Magdeburg, 1956. Price about DM 8 or \$2.00.

R.Loef, who before the war was a prolific producer of materials for ship modellers, has resumed his activity in this field. This series of plans, 6" $\frac{1}{2}$ x 9" $\frac{1}{2}$, by the late R.Hoeckel, bears dates between Shanghai 1938 and Berlin 1948, and shows six Dutch and German craft of various sizes of the 17th Century.

The brief text in German gives both a general description of ships of the period and brief histories of the six vessels. The plans are all reconstructions based on educated guesswork, the recorded dimensions, and (in a couple of cases) paintings.

BLAKE, George, "The Ben Line; the history of Wm. Thomson & Co. of Leith and Edinburgh, and of the ships owned and managed by them 1825-1955," x, 222 pp.; 34 pl.; genealogical table; index. Thomas Nelson & Sons, New York, 1956. Price \$2.00.

The Thomsons became shipowners before 1825 as an outgrowth of their marble-importing business from Leghorn to Leith; later they engaged in the Canadian timber trade. Between 1839 and 1875 they owned 25 sailing vessels; in 1871 they went into steam, and, counting steamers managed for the British Government, have operated well over 100.

For this company official history, the firm has been fortunate in obtaining the services of George Blake, a writer thoroughly at home in maritime topics. A complete fleet list is given in an appendix. The firm now operates some 20 steamers between Britain and the East.

SPENGE-MANN, Friedrich, "Von Vegesacker Reedern, Schiffen und Kapitänen," 60 pp.; 29 ill. Bremen-St. Magnus, the author, 1956. Price DM 4.80 (say, \$1.20).

This little book tells of J.D.Bischoff, Johann Lange, Fr.Hilken, Martin Lange, and various other Vegesack sailing ship owners of the second half of the 19th Century. We regret to report that it will be the last of Herr Spengemann's productions.

WINTER, Heinrich, "Die Katalanische Nao von 1450 nach dem Modell im Maritiem Museum Prins Hendrik in Rotterdam," 51 pp., 11 plates; folding plan; 30 ill. Robert Loef Verlag, Burg, 1956. Price DM 5.15.

The fascinating little model of the type of ship in which Columbus performed his early voyaging is fully described in this volume. The text figures are reproductions of contemporary representations of similar craft.

CROWE, Bill and Phyllis, "Heaven, hell, and salt water," 264 pp., 42 ill; 7 charts; 1 plan; map on endpapers; index. John de Graff Inc., N.Y. 1955. Price, \$3.75.

Few of us can spare the time for a voyage around the world in our own boat; but such activities are always pleasant to read about, particularly when carried out in the relaxed style of this volume. The authors, a California couple, built LANG SYNE (a 39-foot Block Island design) in Honolulu in 1936. After the war they sailed her first to Tahiti and the Mainland and then around the world to the westward, via Singapore, Cape Town, Rio, New York, and Panama.

"Unda Maris, 1957". 102 pp; ill.

The yearbook of the Göteborg Marine Museum always covers a wide variety of maritime subjects. This year's topics range from an account of Göteborg's shipping in the Danish blockade of 1657 to an ethnological study of Göteborg port workers.

COCKRILL, Ross, "Antarctic hazard," 230 pp., 21 ill. Philosophical Library, N.Y., 1957. Price \$4.75.

In 1948, when whale meat was being considered for marketing on a large scale for human consumption, the author (a veterinary scientist) was sent down to the Antarctic in the Salvesen factory ship SOUTHERN VENTURER to look into the conditions of production. Three years later he made another trip in BALATNA.

This book is the account of his experiences in SOUTHERN VENTURER, told with humor and the insight of a trained scientist. In many respects it is the best in the growing shelf of books dealing with Antarctic whaling.

KEMP, Norman, "The conquest of the Antarctic," 152 pp., 27 ill., maps on endpapers. Philosophical Library, 1957. \$4.75.

In spite of the title, this book is not a history of Antarctic exploration but rather

a progress report on the various expeditions that the English-speaking countries are sending to the southern continent during the International Geophysical Year. As background for events reported in the daily papers, it is a useful work.

GIBBS, James A., Jr., "Shipwrecks of the Pacific Coast," 312 pp., 67 ill., index. Binfords & Mort, Portland, Ore., 1957. Price, \$3.95.

Jim Gibbs has expanded his coverage of shipwrecks and marine disasters from the Columbia River to include the entire Pacific Coast of the United States. An appendix gives a chronological list of major losses from 1550 to 1957, and endpaper maps show the locations of many.

Some of the legendary accounts have been approached with an uncritical air; for example, the alleged loss of a five-masted schooner at Monterey in 1831 is preposterous. At least one wreck reported, that of the DUNKERQUE in 1918, never occurred.

However, in spite of such inaccuracies this is a handy reference work, and the illustrations give striking pictures of the many ways in which misfortune can come to those who go to sea. If we waited for books of this nature to be produced by professional historians and fully rigged with footnotes and bibliographies, we probably would never see them.

THOS. H. PETERSON -- contd. from p. 64.

However, there were many repeat owners in his list. Thus, a group that included G.W. Prescott, Silas Coombs, and Ruel Stickney of Little River owned PHIL SHERIDAN, LITTLE RIVER, G.W. PRESCOTT, SILAS COOMBS, S.M. COOMBS, and BARBARA. E.P. Nissen of San Francisco was managing owner of ORION and TRANSIT, and G.S. Hinsdale of PETERLESS, ZAMPA, LAMIE, and AIDA. B.H. Madsen owned COLUMBIA, was interested in PETERLESS and GEORGIE R. HIGGINS, and along with James Tuft and John S. Kimball owned in ALICE KIMBALL, HELEN N. KIMBALL, and HANNAH MADISON. Tuft and Madsen had shares in UNCLE SAM. Alfred Goddefroy was a major investor in SEA FOAM, GALATEA, and ELECTRA. McPherson & Wetherbee were sole owners of SUE MERRILL, JAMES TOWNSEND, and C.J. BRENNHAM.

The preponderance of Danish names in this list is no coincidence, but rather a reflection of the close business relationships maintained among the Danish community in San Francisco.

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1876

(continued from p.60)

J. & G. Thomson, Dalnair, Glasgow

CAPE OF GOOD HOPE I Ship 1493 Abram Lyle & Sons, Greenock.

1893 AMY A/S J.F.Dessauer, Copenhagen. Wrecked Staten Land 8 July 1894.

LOCH FYNE I Ship 1270 General Shipping Co., Glasgow. Missing 1883.

LOCH LINNHE I Ship 1468 J. & R. Wilson, Glasgow. Wrecked Nov.1933, Baltic.

LOCH LONG I Ship 1261 General Shipping Co., Glasgow. Missing Apr.1903.

SIR WALTER RALEIGH I Ship 1579 D. Rose & Co., Aberdeen. Wrecked 29 Jan.1889.

T. Wingate & Co., Whiteinch, Glasgow.

GOLCONDA I Ship R. Gilchrist, Glasgow. Missing since May 1877.

950

Duncan, Kingston-on-Spey.

LETTERFOURIE W Bark 349 Alexander Hendry, Banff.

LORD MARCH W Sch. 169 J. Duncan, Banff. Foundered 25 Dec.1918.

PEARL W Sch. 50 Wm. Robertson, Glasgow.

Geddie Jr., Garmouth. (may include also Geddie Sr.)

ADVANCE W Sch. 114 D. Martin, Peterhead.

ELIZA ANN W Sch. 138 G. McDonald, Banff.

ANN CLARK R. Clark, Liverpool. Missing since 9 March 1881.

ISA REID W Sch. 111 Alexander Coull, Inverness. Lost c.1905, Lossie-

MOUNTAINEER W Bark 319 William Geddie, Banff. Missing since 9 May '85/Snds.

PET W Sch. 113 Wm. Miller, Wick. Lost Brims Ness, Orkneys, Mar.1931.

YTHAN W Sch. 91 Mitchell & Rae, Aberdeen. 1924 lost Irish coast.

William Kinloch, Kingston-on-Spey.

LEADING CHIEF W Bktn. 315 builder, Banff. Wrecked 29 Sept.1915.

WANDERING CHIEF W Bktn. 447 builder, Banff. Wrecked 24 Sept.1894, Bahamas.

Alexander Spence, Kingston-on-Spey.

NILE W Bark 333 builder, Banff.

NYANZA W Bktn. 243 builder, Banff. Sunk in collision 12 Dec.1896.

Carnegie, Peterhead.

ROBERT W Sch. 117 R.B.Hutchison, Peterhead.

ROSEBUD W Bktn. 352 James Stewart, Peterhead. Wrecked 30 Aug.1888.

Stephen, Peterhead.

EBENEZER W Bktn. 340 Robert B.Hutchison, Peterhead. Wrecked Sept.1896.

FORWARD W Sch. 113 J.McRitchie, Peterhead.

J. Duthie Sons & Co., Aberdeen.

ALEXANDER NICOL I Sch. 272 Aberdeen Lime Co., Aberdeen.

ATTILA Baine, Johnston & Co., St.Johns NFL. Submerged 31 May 1918.

STAR OF AFRICA I Bark 445 Alexander & Murison, Cape Town. Wrecked Aug.1880.

Alexander Hall, Footdee, Aberdeen.

ELIA I Brig 317 H.F.Watt, London.

HERMIONE I Ship 1176 Shaw, Savill & Co., Southampton.

MANTOVA S.A.Ceramica Mantovana, Venice. Scrapped 1913, Genoa.

MARITZBURG I Bark 456 John T. Rennie, Aberdeen.

1894 HILDUR O.Banck, Helsingborg.

1900 MADELEINE J.Labayle & Co., Bordeaux. Burnt at Martinique 5 Aug.1901.

NATAL I Bark 459 John T. Rennie, Aberdeen. Missing 1888 Indian Ocean.

Walter Hood & Co., Aberdeen.

ARISTIDES I Ship 1721 G.Thompson Jr.& Co., Aberdeen. Missing 1903, Pacific.

SMYRNA I Ship 1372 G.Thompson Jr.& Co., Aberdeen. Sunk colln.28 Apr.'88.

Humphrey, Aberdeen.

CLEOPATRA W Bark 408 T. Anderson, Aberdeen.

Mitchell, Tayport.

STRATHNAIRN W Bark 717 Wm.Thomson, Dundee. 13 Feb.1880 sunk in collision.

Brown & Simpson, Dundee.

BALMORE I Bark 765 James Millar & Co., Dundee. Wrecked 16 Jan.1890.

CANMORE I Bark 769 James Millar & Co., Dundee.

1907 HERMES A/S.Hermes (E.Knudsen), Lillesand. Submarined N.Sea 2 March 1917.

LORD KINNAIRD I Bark 890 W.B.Ritchie, Dundee.

1901 KALISTO S.O.Stray, Kristiansand. Wrecked 27 Nov.1903.

Dundee Shipbuilding Co., Dundee.

STRATHSPEY W Bark 498 Wm.Thomson, Dundee. Wrecked Valparaiso 17 July 1882.

Gourlay Bros., Dundee.

ARTHURSTONE I Bark 1219 David Bruce & Co., Dundee.

1896 SPEME G.Massone, Genoa. 8 Aug.1916 sunk by U-Boat, coast of Spain.

OAKLANDS I Bark 1013 Alexander Lawrence & Co., London. Scrapped 1935.

STRACATHRO I Bark 1215 David Bruce & Co., Dundee.

1896 MARGUERITE THERESE L.le Provost le la Maissonniere, Dieppe. Cndmd.Sep.1897.

Alexander Stephen & Sons, Dundee.

AURORA Stm.Aux.W Bark 530 builders Missing 1917, South Pacific.

EDITH LORN I Ship 847 W.O.Taylor & Co., Dundee. Wrecked 17 Nov.1881.

GLAMIS I Bark 1206 D.Bruce & Co., Dundee. Wrecked 14 Aug.1913, Gr.Cayman.

Tay Shipbuilding Co., Dundee.

AIRLIE W 3mSch. 244 J.M.Ferguson, Dundee. Burnt Jan.1889.

LORNA DOONE W Bark 382 Robertson Bros., Dundee.

1895 HARMONY (stm.aux.sch) Moravian Church & Mission Agency, London.

PERSIAN W Bark 281 Mrs. Margaret Greig, Dundee. Hulked 1892.

W.B.Thompson, Dundee.

ASTORIA I Bark 662 Joseph Gibson & Co., Dundee. Burnt 10 Jan.'83, Pisagua

EARLSHALL I Bark 422 Robertson Bros., Dundee. Wrecked 1915, NFL coast.

LINTRATHEN I Bark 699 Joseph Gibson & Co., Dundee.

1897 BALTIMORE F.Cacace, Castellamare di Stabbia.

1905 VERA CRUZ (hulk) Mexican Coal Co., Vera Cruz.

TULCHAN I Bark 636 A.M.Banks & Co., Dundee.

AGNES J.F.Andresen, Oporto. Missing 1899, New Orleans for Oporto.

J. Key & Sons, Kinghorn

PERU I Bark 710 J.W.Robertson, Dundee.

1907 LOUISA CRAIG J.J.Craig, Auckland, N.Z.

1916 RAUPO Geo.H.Scales Ltd., Wellington. Hulked 1923, Lyttleton.

Scott & Sons, Inverkeithing.

RESOLUTE I Bktn. 432 John Grant, Leith.

SAINTE MARTHE A.Hubeau, St.Nazaire

Roy & Mitchell, Alloa.

ROANOKE W Bark 341 builders

1891 VAUBAN Vve.Valin, Fecamp, France. Lost in collision November 1896.

Harland & Wolff, Belfast.

E. J. HARLAND I Ship 1333 Lawther & Dixon, Belfast. Colln. 19 Nov. 1879.

STEELFIELD I Ship 1315 R.C. McNaughton & Co., Liverpool. Missing 1889.

THURLAND CASTLE I Ship 1301 Lancaster Shipowners Co., Lim., Lancaster.

1896 IOLANI C. Brewer & Co., Honolulu. Sunk in collision May 1900.

Alex McLaine & Sons, Belfast.

KATE BOUSFIELD W Bark 274 J. Fisher & Sons, Barrow. Lost at Cette early 1881.

UNITED KINGDOM SHIPBUILDING 1876

The year 1876 was notable for the large number of vessels launched and for their relatively small size. Only a handful of iron vessels exceeded 1600 tons, the biggest being the ship GLENDARUEL, 1840 tons. There were only two four-masters, the COUNTY OF CAITHNESS and SHAKESPEARE, 1715 and 1814 tons; the latter had stood 18 months in frame in the yard next to Short, then was bought by Adamson and finished by Short. Twenty feet had to be added to her length to insure stability, and the rig was designed to keep weight aloft at a minimum.

The old-fashioned ways were represented by a large number of wooden vessels, of which the largest were PRINCESS OF WALES, 843 tons; GLASLYN, 809; and STRATHNAIRN, 717; and by the last British-built composite merchant vessels, INDIA, HELENA MENA, and CANOPUS. The last-named had a remarkable career; her fate was described by Captain G.V. Clark in "Sea Breezes" for March 1937, and her earlier history is briefed in the last paragraph on this page.

SABRINA, though listed as a barkentine, was a jackass bark, we believe.

This listing is based on a launching list for 1876 compiled for us by Andy Nesdall, checked against contemporary "Lloyd's Register" and "Mercantile Navy List," with their records by Jens Malling in Copenhagen and Capt. Harry Daniel in Montevideo.

Only a handful of the 1876 vessels were later American. ARCHER was dismasted off Flattery on 18 March 1894, and was refitted at Port Blakeley by Captain Rufus Calhoun, coming under U.S. registry on 16 Jan. 1895 as a barkentine. After some years in the Hawaiian sugar trade for Welch & Co. of San Francisco, she was sold in 1907 to the Tacoma & Roche Harbor Lime Co., who converted her to a schooner and installed

a producer-gas engine. In 1915 she set out from Puget Sound for New York with a cargo of lumber, ended up at San Pedro in distress, and abandoned the voyage. Swayne & Hoyt reengined her with a Meitz & Weiss diesel and sold her to Simmie & Grilk of Manila. Her engine broke down just outside the Golden Gate in 1919, and she sailed down to Manila in 64 days while the engineers took it easy. In 1920 a second-hand Bolinders was installed, and she was owned in Manila until her loss.

PARKNOOK was owned in Norway from 1898 to 1916; as CECILIA M. DUNLAP she was owned in San Juan, P.R., for some years before becoming a barge. She foundered off Scotland L.V. on 12 Sept. 1931.

BESSIE JOSE, as HENNY, was condemned after the Mobile hurricane of 27 Sept. 1906, but was refitted 9 years later as HILDEGARD. IOLANI, ex THURLAND CASTLE, seems to have been lost before she could acquire U.S. registry.

The official histories of Stephen's Dundee shipyard list a bark AITHERNIE CASTLE as built by the yard in 1876 for George Duncan of Liverpool. However, as we pointed out on p. 142 of the previous volume of LOG CHIPS, a bark of this name was launched on 15 Dec. 1879. This vessel was taken over by her builders as the HELENSLEA (LC, p. 84, July 1951). Commander J.V.D. Powell, who has done considerable probing into this matter, has established that the 1879 vessel was ordered by Robert Duncan, Liverpool. It thus seems certain that there was no AITHERNIE CASTLE in 1876, and Stephen's Hull no. 63 remains a mystery.

The facts given on CANOPUS on p. 60 of the last issue of LOG CHIPS are not quite correct. The vessel wrecked in the Comoro Islands was an earlier CANOPUS. The 1876 vessel seems to have been built as the Pilot Ridge Lightship, off the Hooghly, and to have entered the merchant service in 1918.